



CONFIDENTIAL

50X1-HUM

The cost of transport was lowered 5 percent by the steamship line, which represents a saving of several million rubles.

Kiev, Pravda Ukrainy, 29 Nov 53

The Volga Freight Steamship Line made 1,217 voyages using the barge-pushing method in 1953 -- four and one half times that of 1952.

Moscow, Vodnyy Transport, 10 Dec 53

During the 1953 navigation season, ships of the Moscow-Oka Steamship Line transported about 12,000 tons of potatoes, vegetables, and other freight from Ryazanskaya Oblast. A large part of this total was delivered to Moscow.

All three ports in Moscow fulfilled their 1953 plans. North Port fulfilled the loading-unloading plan by 123.2 percent and lowered the loading-unloading cost by 17.5 percent. The cost of freight transport was lowered by 32.6 percent.

South Port reduced the freight working time by 11.7 percent and fulfilled the profit plan by 105.4 percent.

The Yenisei River vessel M/V Stalingrad (captain, Shevnin) sailed 27½ million ton-kilometers during the 1953 navigation season -- 3 million over the plan.

The ship completed seven voyages to ports in the Far North.

NAVIGATION ENDS IN SOME AREAS OF USSR -- Petrozavodsk, Leninskoye Znamya, 26 Nov 53

Navigation ended yesterday on the upper and middle sections of the Dnepr River.

The Dnepr Steamship Line exceeded the 1953 ton-kilometer plan by a considerable extent.

Vil'nyus, Sovetskaya Litva, 26 Nov 53

The navigation season is ending on the Nemun River, and the ships are going to wintering quarters.

Petrozavodsk, Leninskoye Znamya, 27 Nov 53

Yesterday morning, the S/S Veresayev finished her last trip of the year on the Petrozavodsk-Shula line. This trip ended passenger traffic on Lake Onega.

During the 1953 navigation season, the S/S Veresayev made 379 voyages carrying about 3,000 tons of freight and over 60,000 passengers.

The tugs Kamenka, Andrey Zhdanov, Vidlitsa, Kem', and Mariya Melent'yeva are still on Lake Onega working to get ships to wintering quarters and repair yards.

- 2 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

Leningradskaya Pravda, 1 Dec 53

The rivers and lakes of the Northwestern Basin are frozen and navigation has ended. Tugs are completing the movement of barges and lighters to wintering quarters and repair yards.

SHIP REPAIR WORK TERMED UNSATISFACTORY -- Moscow, Vodnyy Transport, 15 Dec 53

The passenger ship M/V Krym has been undergoing repairs at the Odessa Yard of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding) for the past 9 years and has still not been returned to service.

The passenger ship S/S A. N. Ostrovskiy (captain, Yefremov) has been standing in a cove at the Yard imeni Molotov (of Glavmorrechprom) for the past 5 years awaiting repairs, but this work has still not been completed.

Moscow, Vodnyy Transport, 2 Feb 54

The ship repair facilities which handle the ships of the Volga Freight and Passenger Steamship Line face a considerably greater task in the present season than in 1952-1953. This is largely due to the fact that many ships must be overhauled and refitted for navigation on the new reservoirs of the Volga River. In many cases, machinery will also be modernized -- superheaters will be added to the boilers and thermosiphon slime separators and thermal water softeners will be built in.

The S/S Sotsializm and S/S Karl Marks are being repaired at the Pamyat' Parizhskey Kommuny Yard. These ships must have the main engine crankshaft journals lathed and high pressure cylinder replaced. In addition, they require lathing of the drive shaft and capital repairs on the paddle wheel.

The M/V Orel is in the same yard for capital repairs on her main engines, but as of December the work had not begun. The S/S Ryleyev has been put in the yard because of a crack in her main engine cylinder block. The block has been lying in the shop for 2 months now because the necessary arc-welding technique has not been worked out.

The shops of the Pamyat' Parizhskey Kommuny have large stocks of engine parts, but they are not being used for repairs because no work orders have been made out.

Repairs on the M/V Dobrynya Nikitich, M/V Alesha Popovich, M/V Khudozhnik Repin, and M/V Khudozhnik Serov are moving very slowly at the Yard imeni Uritskiy. This can be explained to a large extent by the failure of the supply section to provide necessary materials.

The Yard imeni Molotov, which is under the direction of Glavmorrechprom, is operating behind schedule also. For a considerable length of time, Glavmorrechprom could not agree with Glavtsentrotlot (Main Administration of the Central Basins Fleet) on the amount of repair work which would be carried out in the yard.

Last June, Glavtsentrotlot instructed the Volga Freight and Passenger Steamship Line to place the following ships in the Yard imeni Molotov for intermediate repairs: S/S Marksist, S/S Gor'kovskaya Kommuna, S/S Pamyat'Shmeleva. The S/S Pervoye Maya was to be put in for capital repairs. Glavmorrechprom authorized the yard to carry out intermediate repairs on the S/S Marksist only, and all the other ships were classified under current repairs.

- 3 -

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

A lengthy correspondence then began between the yard, the steamship line, and the main administrations. November and December passed with no action being taken. Finally a group of representatives from the main administrations and the Registry visited the yard, and on 9 January 1954 the amount of work to be done at the yard was determined. But as a result of these delays a considerable part of the work on the S/S Pervoye Maya and S/S Gor'kovskaya Kommuna had to be postponed until 1955.

#### ACTIVITIES OF THE FISHING FLEET -- Vil'nyus, Sovetskaya Litva, 29 Nov 53

The trawler No 690 of Balgosrybtrest (Baltic Sea State Fishing Trust) has returned to her base after a 10-month voyage in the North Atlantic. The trawler caught 8,500 centners of fish.

Petrozavodsk, Leninskoye Znamya, 1 Dec 53

The crew of the small trawler Angara (captain, A. Nikolayev) of the Vyg fishing kolkhoz has gained first place for the third time in the competition among ships fishing in the Barents Sea.

The medium trawlers 499, 359, and 4111 of the Belomorsk base were also outstanding in their performance during the year.

#### BONUS PAY FOR RIVER WORKERS -- Moscow, Vodnyy Transport, 15 Dec 53

Grigoriy Grigor'yevich Lubenets, presently captain of the Dnepr River ship S/S M. V. Lomonosov, has worked on the river for over 40 years. As a result of long meritorious service, he receives 355 rubles per month in addition to his salary. Captain-teacher Pavel Paramonovich Adamchikov receives 400 rubles each month in addition to his salary, and Petr Dmitriyevich Vedernikov (engineer of the S/S S. Kirov) receives 310 rubles.

The basic salary for river workers in the Dnepr Basin is increasing every year. In 1953 the workers afloat were paid over 2 million rubles in bonus money for long meritorious service.

#### VESSEL LOCATIONS AND TRAFFIC -- Moscow, Vodnyy Transport, 2 Feb 54

The icebreaker Il'ya Muromets has been operating for more than 6 months in the Far North. During this time, the ship has made many important voyages, sailing more than 16,000 miles. In Kandalaksha Gulf, the Il'ya Muromets freed the fishing motorboats Raketa and Dostoyunny from ice. The ship is now in the Baltic Sea where it will see service.

Moscow, Pravda, 30 Nov 53

On 25 November, the S/S Sukhona under the command of Captain V. I. Solov'yev returned to her home port of Odessa, from which she had sailed on 27 May on a 6-month trip. The ship sailed around Europe twice during this period, stopping at many foreign ports.

- 4 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

Moscow, Vodnyy Transport, 10 Dec 53

On her last voyage, the M/V Dmitriy Donskoy [Baltic Steamship Company] delivered 9,000 tons of salt to Murmansk for the fish industries.

The S/S Surikov (Northern Steamship Company) recently loaded construction timber in Arkhangel'sk for delivery to Odessa.

The tanker Mashuk is returning to Vladivostok after delivering supplies to the Kurile Islands, Sakhalin, and the whaling flotilla Aleut in the North Pacific.

- E N D -

50X1-HUM

- 5 -

CONFIDENTIAL